

File
3/16

INFORMATION REPORT INFORMATION REPORT
CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

~~CONFIDENTIAL~~

COUNTRY	USSR (Tambov Oblast)	REPORT NO.		50X1
SUBJECT	Unidentified Airfield West of Michurinsk	DATE DISTR.	14 FEB 50	
	50X1	NO. OF PAGES	6	
DATE OF INFO.		REQUIREMENT NO.		50X1
PLACE ACQUIRED		REFERENCES		
DATE ACQUIRED				

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE

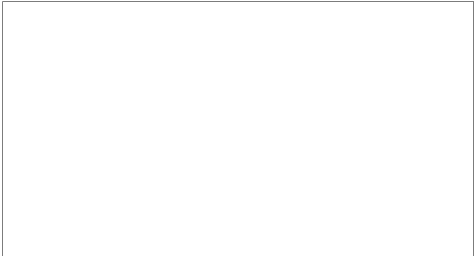
50X1 Attached is a copy as received

50X1

50X1

50X1

50X1



~~CONFIDENTIAL~~

50X1

STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI	AEC						
(Note: Washington distribution indicated by "X"; Field distribution by "#".)															

INFORMATION REPORT INFORMATION REPORT

CONFIDENTIAL

50X1

REPORT

50X1

COUNTRY USSR (Tambov Oblast)

DATE DISTR. Dec, 28, 1954

SUBJECT Unidentified Airfield West of Michurinsk
50X1

NO. OF PAGES 5

DATE OF INFORMATION

REFERENCES:

PLACE ACQUIRED

THIS IS UNEVALUATED INFORMATION
50X1

Identification Data

1. See page 4 , an overlay of AMS N 501, Tambov (N 52-43. E 41-27),
50X1 NN 37-12, Scale 1:250,000, on [redacted] the location
of the airfield:
- 50X1 1. Michurinsk (N 52-54, E 40-30).
- 50X1 2. Location of a mobile radio unit which only during the summer
50X1 months was at this point. When the airfield closed for the winter,
50X1 the mobile radio unit was removed. This unit consisted of one
50X1 ZIS-105 truck with a hard top, which had a 1-1.5 meter-high
antenna on top. The immediate area was not guarded [redacted]
3. The village of Stayevo (N 52-53, E 40-26) [redacted]
4. A double track rail line, Soviet standard gauge, wooden ties, slag
bed on a 2 to 3 meter-high embankment. Wooden cross-shaped tele-
graph poles led along each side of tracks and were 30-40 m. apart.
Fifteen to twenty wires were on each side. This rail line led
north from Voronezh to Moscow via Michurinsk. Twenty to twenty-
five passenger trains traveled on this line in both directions
each 24-hour period. In the winter, the number of passenger

CONFIDENTIAL

CONFIDENTIAL

-2-

50X1 trains was reduced to 14 or 16. Freight traffic, considerably
 50X1 heavier, amounted to 35 to 40 trains each 24-hour period.
 50X1 traveling in both directions; five to six were full tank car
 50X1 trains which headed in a northern direction. Each was composed
 50X1 of 40 to 50 cars and was pulled by the "FD" locomotives (described
 50X1 as the most powerful in the Soviet Union - wheel
 50X1 arrangement unknown.) Four to five empty tank car trains traveled
 50X1 south during a 24-hour period.
 50X1 military transports, guarded by infantry personnel, traveling
 50X1 in both directions. These loads consisted of tanks of various
 50X1 types artillery guns (many calibers and
 50X1 sizes), and military trucks all of which was not
 50X1 new equipment. military aircraft were shipped
 50X1 on this line to a large aircraft repair plant in Voronezh.
 50X1 six or seven two and four-axled flat cars with large,
 50X1 tarpaulin-covered objects moving in a southern direction each week.
 50X1 Occasionally, the freight trains with flat cars attached stopped
 50X1 in Stavevo; several Soviet Air Force soldiers rode these trains
 50X1 they were assigned to accompany the aircraft to
 50X1 the Voronezh aircraft repair plant.
 50X1 Other freight
 consisted of timber, coal, construction materials, and agricul-
 tural machinery.

5. A road which originated in Michurinsk in a section called Gorodskaya. This road led to the village of Lipovka in the west; the road was cobblestone, seven to eight meters wide, 0.5 meters deep and had drainage ditches along both sides. Very light traffic with kolkhoz supplies occurred all year except during harvest when the traffic was heavy. Heavy ZIS-105 tank trucks with a capacity of 2,000 to 2,500 lit. traveled on this road and delivered gasoline to the airfield (Point 7).
 50X1 Gasoline was hauled from a military fuel dump in Michurinsk which
 50X1 was the only one in the city; all airfields in the
 area were supplied from this dump. The frequency of delivery
 was unknown.

6. Yugovostochnaya railroad station, a suburban train stop.

7. Unidentified airfield (for details refer to site layout on page 5).

Site Layout

2. See page 5, sketch of the unidentified airfield:

- 50X1 1. The road to Lipovka (see Point 5, page 4).
2. Michurinsk - Voronezh railroad line (see Point 4, page 5).
3. A workers' settlement which extended along the railroad line. It consisted of all sorts of small, single-storied buildings, built of stone, wood, and clay, with gabled metal tile roofs. The exact extension of the settlement is unknown; width was approximately two kilometers.
4. Airfield area. The field was approximately 1.5 kilometers long and ran parallel to the railroad line (Point 2); its width was unknown. It had a grass surface and no runways were observed nor were permanent structures noticed on the field.

CONFIDENTIAL

CONFIDENTIAL

-3-

5. The location of three mobile radio units was observed only during the summer. Three trucks with hard tops, make unknown. [redacted]
- Two or three trucks had rather short single antennae of approximately 1-1.5 meters. The third truck was equipped with an antenna, which he identified as the same as that shown in AIG, Tab. 14, Section II, Figure 9.
6. Runway or landing area (approximate location). [redacted] the runway or landing strip was orientated as indicated because he repeatedly observed training aircraft taking off in a westerly direction from this area and the aircraft landing in this area used a right-hand traffic pattern. The only aircraft which used this landing area were the U-2 type trainers.
7. Aircraft parking area where [redacted] three or four conventional fighter aircraft identified as LA-7-type. No fighter aircraft were seen during the winter on this airfield.
8. Runway or landing area (approximate location). [redacted] a runway or landing strip was orientated as indicated because [redacted] fighter aircraft taking off in a southeastern direction from this area and [redacted] aircraft land in this area. The only aircraft [redacted] in this area were LA-7 type fighters.
9. Aircraft parking area where [redacted] six or seven biplane aircraft parked. [redacted] U-2 type trainers. These aircraft remained on the field during the winter months.

General Information

3. The airfield was not enclosed [redacted]
- [redacted] The field was situated 2 to 2.5 kilometers northwest of the railroad line (Point 2) and was flanked on the northeast and southwest by fertile farmland which made extension possible in those directions. To the northwest of the airfield was a pine forest with trees seven to eight meters high. No permanent structures were observed anywhere on the field. In the summer, tents were seen in the area which had a capacity of three or four men. The airfield was not in operation during the winter; fighter aircraft and the three mobile radio units were evacuated during this period.
- [redacted] During the rainy fall season, all dirt roads in the vicinity were almost impassable. Very heavy snow fell in the winter. [redacted] this airfield was built in 1947-48.

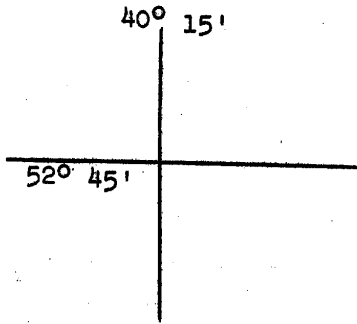
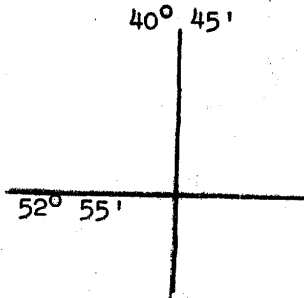
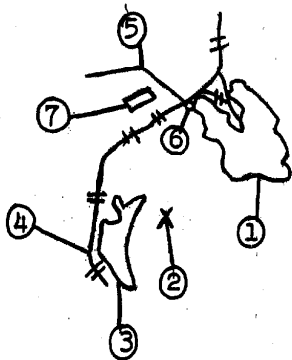
CONFIDENTIAL

CONFIDENTIAL

-4-



Overlay on AMS N 501 Tambov
(N 52-43, E 41-27) NN 37-12,
Scale 1:250,000



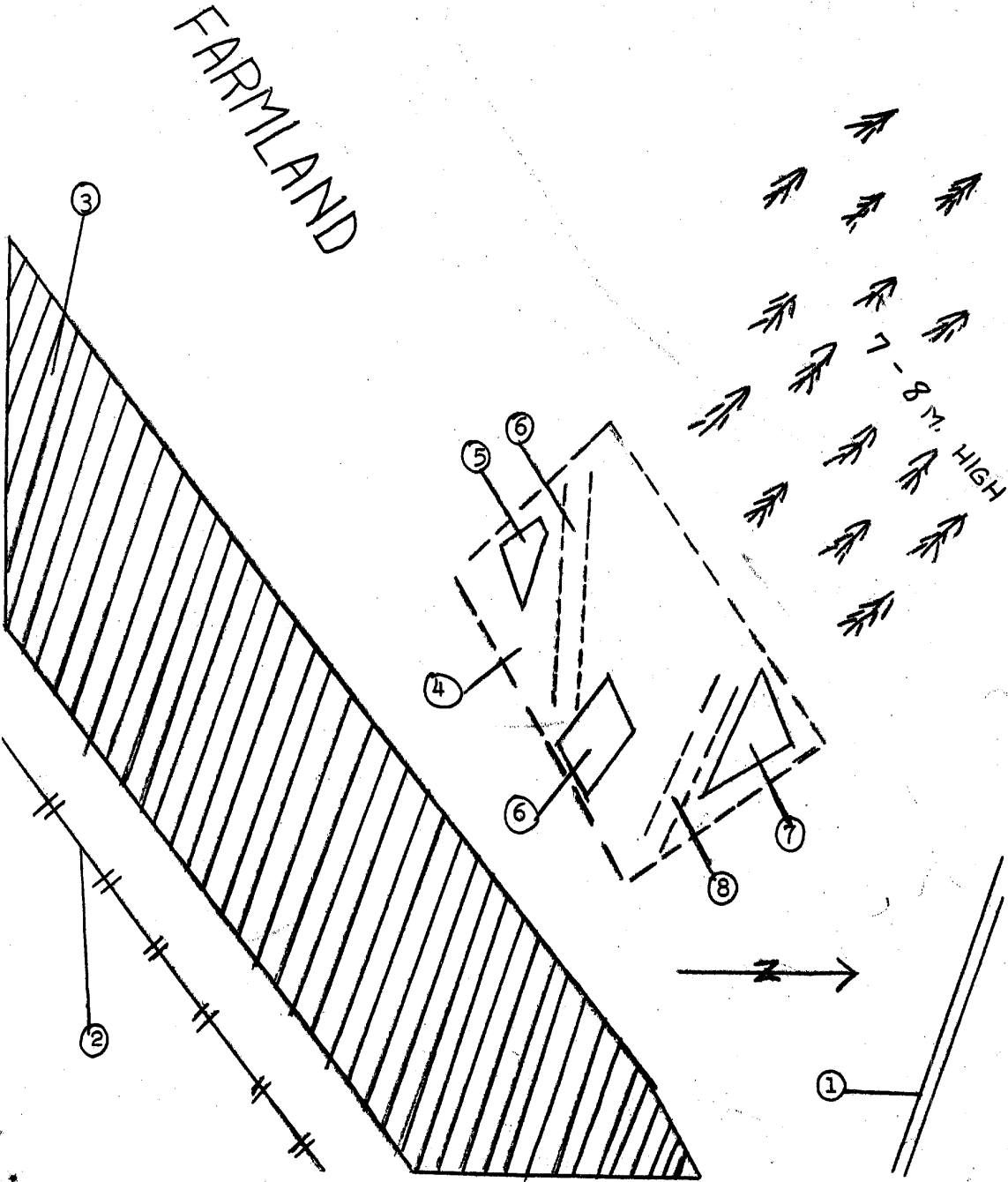
CONFIDENTIAL

CONFIDENTIAL

-5-

50X1

Sketch of the Airfield
west of Michurinsk (N52-54, E 40-30)



CONFIDENTIAL